

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. v. Behrer	About FRIDAY, 19th Nov.
KODAT and SANDAKAN	"BORNHO" Capt. F. Sembill	SUNDAY, 21st Nov., 9 A.M.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST" Capt. O. Pahnke	WEDNESDAY, 1st Dec., Noon.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Ischo	FRIDAY, 3rd Dec., Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lebz	About SATURDAY, 11th Dec.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & SHINA.

Hongkong, 17th November, 1900.

[5]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	Nov., P.M.
SHANGHAI, KOBE, YOKOHAMA	TOKIN	Charbonnel	22nd Nov., P.M.
MARSHILLES, VIA PORTS	ARMAND BEHIC	Guionnet	23rd Nov., at 1 P.M.
MARSHILLES, VIA PORTS	ERNEST SIMONS	Girard	7th Dec., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £17.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 9th November, 1900.

[9]

Intimations.

NOTICE.

Captain P. A. LAPICQUE, representative of the Compagnie Francaise des Indes et de l'Extreme Orient, having opened a Firm in Hongkong, the Agency of the MESSAGERIES CANTONNAISES at this port will be transferred by mutual consent from Messrs. BARRETTO & CO. to the said NEW FIRM from the 1st of November next.

Captain LAPICQUE'S OFFICES are situated at No. 4, Queen's Buildings, in the premises occupied until now by the Hongkong and Whampoa Dock Co.

Telephone No. 950.

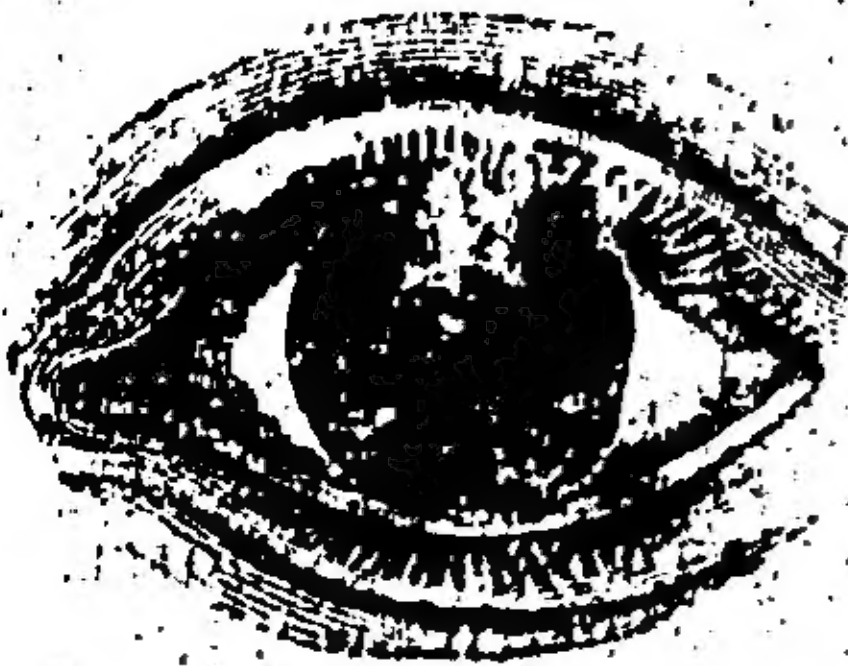
BARRETTO & Co.

P. A. LAPICQUE.

Hongkong, 26th October, 1900.

[14]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

London. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

John Street, Bedford Row, W.C. CALCUTTA, 10, Bealack Street. SHANGHAI, 106, Nanjing Road.
Hongkong, 26th March 1900.

[17]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	(IN COURSE OF CONSTRUCTION) Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21 1/2 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos 276, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. 1, and Watkins.

Yokohama, April 28th, 1903.

[46]

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE.

Sole Agent,

Hongkong, 30th April, 1909.

[40]

REGRET

You will NEVER if you

VISIT

MOHIDEEN &
THAHA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and
other GEMS.

Hongkong, 11st August, 1900.

[610]

To Let

TO LET.

NOS. 20 and 21, PRAYA, KENNEDY TOWN, two extensive two-storied semi-detached godowns, ground surface of cement concrete.

No. 14, Praya, Kennedy Town, one extensive two-storied godown.

All are in first class condition, suitable for storing Rice, Flour, &c.

Rents moderate.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 24th November, 1900.

[74]

To Let.

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 15th September, 1900.

[58]

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 22nd October, 1900.

[730]

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, 1900, present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1900.

[463]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vieux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE COMPTON DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central.

Hongkong, 11th September, 1900.

[128]

TO LET.

No. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th May, 1900.

[408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 5th Floor.

EXMOOR, CONDUIT ROAD, No. 1, OLIFANT GARDENS, CONDUIT ROAD.

A HOUSE in WONG-WEI-CHONG ROAD.

A HOUSE in RYON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, Des Vieux Road next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st November, 1900.

[51]

TO LET.

GODOWN, No. 14, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1900.

[11]

A RUSSIAN APPRECIATION OF PRINCE ITO.

The *Pravda*, a Russian Journal, has the following leading article on the late Prince Ito and Japan-Russian relations:—

"According to evidence in our possession Japanese official personages, commencing from Prince Ito, regard the late war as the result of a continuous misunderstanding. In the view of the Japanese, our undertakings in the Liao-tung peninsula and our projects in Korea were not the result of a deliberate movement of encroachment on the sphere of Japan's interests, but were an historical leap, a leap not premeditated and not even arising out of our earlier activities here, in which, when pressing our fatal steps to the south, we did not weigh the real strength of our presumptive opponent in the path of her acquisitions.

"And Prince Ito, a man with a deep Imperial spirit, alike before the war as after, supported the view that the Far East, the interests of Russia and Japan not only did not exclude each other, but on the contrary, when correctly understood, pointed to the necessity for a close friendship between the two countries, which would guarantee peace in the Far East and a tranquil culture-economic development of the two neighbouring Powers. This point of view Prince Ito shared with Japanese official circles, even with the Emperor himself.

"It may be believed that M. Kokovtsov would hardly meet any opposition to the establishment of a position in the realisation of which Japan 'would sheath the sword extended over us.' And this is all the more probable in that M. Kokovtsov is not a partisan in the pursuit of that 'world dominion' of which Messrs. Muraviev and Lamdorff, Russian Ministers of Foreign Affairs, dreamt not long since. M. Kokovtsov is an advocate of the peaceful development of the Far Eastern provinces, as he intimated in his speech in the Duma in defence of the Bill relating to the Amur Railway.

"This blind event—the assassination of Prince Ito—has destroyed the probability of an early Agreement with Japan on Far Eastern questions. True the wheel of history will not cease to revolve by the death of this or other active workers, but nevertheless the unexpected death of Prince Ito is a great loss to the Far East, as the late Prince was possessed with a sincere desire to strengthen peace here, and thus guarantee the interests of civilisation among the people dwelling in Eastern Asia."

Intimations.

THE

CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1900.

[10]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION REID HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL ORNAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 10th March, 1900.

[11]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firms and other

leading Establishments in the Colony, to

whom reference can be made as to the

superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Apparels to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

25th May, 1901.

[14]

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.	Signal	Indicates a Typhoon to the North of the Colony.
1.	A CONE point upwards	
2.	A CONE point upwards and DRUM below	
3.	A DRUM	
4.	A CONE point downwards and DRUM below	
5.	A CONE point downwards	
6.	A CONE point downwards and BALL below	
7.	A BALL	
8.	A CONE point upwards and BALL below	

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light House.

F. D. YOUNG, Director.

HONGKONG, 17th Nov. 1900.

[15]

Intimation.

Powell's

ALEXANDRA
BUILDINGS.

CASH SALE

OF

BEDSTEADS

BEDSPREADS

CRETONNES

CROCKERY

CARPETS

FENDERS

FIRE IRONS

FURNITURE

INDIAN RUGS

LUTE RUGS

TAPESTRIES

COOKING UTENSILS

&c., &c., &c.

NOW

PROCEEDING.

W.M. POWELL,
LTD.

House

Furnishers,

HONGKONG.

Hongkong, 9th November, 1909.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 20th November, 1909, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street,
A LARGE QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising—
PICTURES, CLOTHS AND HAIR BRU-
SHES, LADY'S HAND BAGS, LADY'S
AND GENT'S BOOTS AND SHOES, CHINA
FIGURES, JEWEL BOXES, TOY WATCHES,
RUBBER BALLS, DOLLS, HATS,
CLOCKS, &c., &c.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 16th November, 1909. [775]

By ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 2nd day of December, 1909, at 3 o'clock
in the afternoon, at his Sales Rooms, in
Duddell Street, Victoria, Hongkong,
THE FOLLOWING
VERY VALUABLE LEASEHOLD AND
RECLAMATION PROPERTIES
IN FOUR LOTS.

The Properties consist of:—

LOT 1—All that Piece or Parcel of Ground
situate at Victoria in the Colony of Hong-
kong and known and registered in the
Land Office as Section B of Marine Lot
No. 34 together with the message erections
and buildings thereon known as No. 80
Bonham Strand area 1,589 square feet.
Term 99 years. Annual Crown rent
\$30.10.

LOT 2—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Sub-
section 4 of Section B of Marine Lot No. 6
together with the message erections
and buildings thereon known as No. 6
Bonham Strand. Term 99 years. Annual
Crown Rent \$6.00.

LOT 3—All that Piece or Parcel of Ground
situate in the Dependency of Kowloon
and Colony of Hongkong and known and
registered in the Land Office as Subsec-
tion 3 of Section A of Kowloon Inland
Lot No. 713 together with the message
erections and buildings thereon known as
No. 384 Shanghai Street. Area 108 square
feet. Term 75 years. Annual Crown
rent \$5.50.

LOT 4—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Sec-
tion D of Playa Reclamation to the
Reclaiming Portion of Marine Lot 374 (held
under and upon the terms and conditions
of two several Agreements relating to the
Reclamation in force of Marine Lot No. 374
dated respectively the 5th October 1839 and the 9th June
1899 and respectively made between Bruce
Shepherd Acting for and on behalf of the
then Governor of Hongkong of the one
part and Tuen Tak Tong of the other
part and between the said Tuen Tak
Tong of the one part and His Excellency
Sir Henry Arthur Blake, G.C.M.G.,
Governor and Commander-in-Chief of
the said Colony of Hongkong and its
Dependencies and Vice-Admiral of the
same of the other part; by the first of which
Agreements the Governor agreed to grant
to the said Tuen Tak Tong his executive
administrators and assigns a Crown Lease
of the said premises for the term of 99
years upon the terms and subject to the con-
ditions in the said Agreement mentioned
and by the second of which Agreements in
consideration of the Governor letting the
said Tuen Tak Tong into possession of the
said premises the said Tuen Tak Tong
agreed (inter alia) to pay to the Governor
the annual Crown rent of \$75.00 together
with the message erections and buildings
thereon known as No. 52 Connaught Road
West and No. 1 Des Vaux Road West
Area 793 square feet. Proportion of
Annual Crown rent \$15.50.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendor,
or to
MR. GEO. P. LAMMERT,
The Auctioneer.
Hongkong, 15th November, 1909. [773]

OSMAN &
CASUM,

1 & 3, D'AGUIAR STREET

JUST UNPAKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN AND FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Consent Port Orders carefully
examined.

Kowloon, 16th November, 1909.

MANCHURIA'S DEVELOPMENT.

MUKDEN, THE POLITICAL NERVE CENTRE.

Mukden, the cradle of the Manchu dynasty, and Manchuria's greatest commercial centre, is to-day slowly moving through the processes of transition. Before the outbreak of the Russo-Japanese war the city was essentially Chinese, having plainly stamped upon it the impress of Chinese passiveness and nepotism. But though, with the incomprehensible inconsistency of the race, the present Viceroy is reactionary, the improvements effected by Chao-Khi-Hsun, who was Military Governor of the city from 1907 to 1907, have left Mukden in a great measure transformed. The majority of the roads inside the walls would do credit to any of the prominent towns of the East, while the initial steps in the establishment of a drainage system have done something to check epidemics. The Viceroy now directing affairs has notions of economy, and, after cutting a huge slice off his own honorarium—*pour encourager les autres*—and reducing the salaries of the municipal officials by fifty per cent, decided to curtail expenditure upon public works. Yet the prospects of Mukden are particularly bright, for Chao-Khi-Hsun is to be appointed to the viceregal position in the Feng-tieh province. This suggests that the Government has determined to institute a more vigorous policy, and substantiates the persistent reports current in diplomatic circles that China is on the eve of great political changes. Mukden has always provided the sensitive hand of the barometer in this regard, and Chao-Khi-Hsun's activity was responsible for his removal from the influential office he held two years ago. The appointment may lead to international complications, possibly to war, but it will certainly conduce to the more jealous preservation of China's prerogatives in Manchuria a country which has during the last decade been a veritable Tom Tiddler's ground the arena wherein usurping Powers have striven to extend their spheres of influence at the expense of the apathetic and impotent possessors of sovereignty.

FROM THE CITY WALLS.

Mukden has a population of about 203,000 persons, all of whom are still suffering directly or indirectly as a result of the Russo-Japanese campaign, which utterly disorganized a remunerative trade in skins, furs, hides, and other articles of commerce. To the tourist it is interesting as the former seat of the Manchurians, and the massive palace contains the most rare and beautiful collection of Imperial porcelain and art treasures in existence. Two splendid mausoleums contain the remains of departed emperors, and just outside the city boundaries was fought what is authoritatively stated to be the greatest battle of modern times. From a commanding position on the main gate the visitor may see the old town, with its white pagoda, Chiao-an Palace, armoured by its golden yellow roof, many beautiful temples, and, perhaps more important than all so far as living generations are concerned, the extensive new Government buildings. Rising conspicuously in the outside city the White Pagoda attracts much attention. It was built, according to tradition, by the Lama priests upon the head of a dragon which threatened to swallow up the town, and four pagodas were used to pin down the legs of the winged monster. In his design for laying out Mukden, the architect made no provision for drainage, and, strange as it may seem in view of the contempt the Chinese have for sanitary conditions, this neglect cost him his head. The authorities ordered the excavation of 72 ponds, and into these the whole of the sewage was carried by a system of channels. Though the majority of these ponds have been filled in, a few exist to-day, and the unwary visitor who comes within smelling distance has an experience which will impress itself upon his memory for all time. Mukden possesses many excellent schools, where amongst other subjects, English and Japanese are taught. Besides these there are law schools, military academies, and colleges where secondary education is given to advanced pupils. About 8,000 boys and girls attend these schools, and are greatly interested in their work. One serious disadvantage is the difficulty of obtaining efficient teachers in certain subjects. Too English taught is invariably that colloquial polyglot which serves only to disguise meaning. But the authorities are serious in their intention to develop the minds of their young people, the curriculum contains little that is not eminently practical, and even in the initial stages the results are particularly gratifying.

THE BUSY HUM OF NEW.

Although the roads have been greatly improved within the past few years, much still remains to be done before they cease to be a reproach to municipal management. The main street of the outside city, along which the tramway passes, is tolerably broad for about a mile, but after the new gate at the outer wall has been reached it narrows down to such an extent as to render traffic purely a matter of the survival of the fittest. Along this thoroughfare of about 20 feet in width the horse-trams run, leaving little space for 'rickshaws and bashes, and none at all for pedestrians. In dry weather dust lies quite six inches thick, and when the rains come and the mud is scraped off the tram-lanes, those who go on foot are liable at any moment to 'canon' off a vehicle of some kind into a mass of highly questionable rubbish which possesses provokingly adhesive qualities. At first sight Mukden is unattractive and repulsive, but it is a quaint city withal, where nothing seems commonplace, and where one need not search far for diversion. Heavily-laden springless carts 'crank' their erratic way through the congested traffic, vendors of hundreds of varieties of mysterious articles pass through the hurrying crowd of Mongolians half the time slipping the deep channels of the side of the road and the other half plunging through heaps of manure and slush. Hundreds of 'rickshaws' are coming and going, either on business or looking for it, and judging

from the massive manner in which they meander through the confused mass of traffic, one is almost convinced that they could, if required to do so, pass through the eye of a needle. The air is rent with raucous sounds as the lightest merchants appraise their respective wares, beating gongs and tom-toms, and ringing bells to fill in short breathing intervals. Donkeys are everywhere, voicing their hideous plaint, and generally there is a feeling in the midst of the newcomer that all the disturbing elements of Babel have been turned loose. The hubbub begins with the Chinese day, which dawns at anything between 3 and 4 o'clock, and, with the exception of the few hours when even the Chinaman is compelled to seek repose, continues for the entire round of the clock.

JAPANESE ACTIVITIES.

While the horse-tramway initiated by the Japanese about two years ago may be considered a sign of a desire to progress, it is not really progress. The cars, which previously saw long service in Tokyo, are filthy, and few people outside the Chinese population can be tempted to enter them. They have, however, the saving grace of being cheaper than 'rickshaws and bashes, and for this reason if no other the economical Celestials patronize them in liberal numbers. The cars run pitifully slow, and there is no guarantee that one which starts out from the terminus will reach the station in half an hour or two hours. It is quite an unimportant matter. At the beginning of the present year the tramways were taken over by the Chinese authorities, and the placid, frugal, leisurely Mongolians provide the profits, if indeed any be forthcoming, after the maintenance account has been settled. The first real signs of progress appeared at the conclusion of the war. The Japanese, flushed with victory and anxious to stimulate the lethargic inhabitants to action, in several instances exceeded the powers granted under the treaty. The elaborate system of military telegraph and post offices established as the indomitable troops gradually won their way through Manchuria were, when peace again prevailed and the Japanese temporarily remained in possession, converted into commercial offices. China is not easily provoked to resentment, but on this occasion she strongly objected, and after some deliberation an arrangement was made on the lines of a reasonable compromise. The Japanese then proceeded to install the electric light from the South Manchurian railway station to their Consulate within the walled city. When they had passed the boundaries of their concession by a mile or so the Chinese authorities again interfered and the work was abruptly checked. The position at present is that the Chinese, who refused to allow Japanese to proceed and declined to purchase their apparatus as it stood, are erecting their poles within a few feet of those of the Japanese. The Chinese installation is being made under the supervision of the Hon. Keng-Tou-Yi, a graduate of Yale, and the system is to be of the latest approved pattern. The lighting of the city at the present time is execrable. A few oil lamps with a flimsy flicker afford just sufficient illumination to make darkness visible. In view of the unsatisfactory condition of the streets this is a serious disadvantage to visitors, who are in imminent peril of being run down by a 'ricksha or basha or hustled into the unsavoury channels which yawn invitingly at each side of the roadway.

NO PLACE LIKE HOME.

The tourist will undoubtedly find Mukden interesting, but he cannot find it even moderately comfortable under existing circumstances. With the completion of the South Manchurian Railway Company's splendid hotel, and the improvements of the streets, for which a considerable amount of money has been allocated, the city will certainly become a more popular resort. At present few people are disposed to alight from the comfortable trains to take their chances of obtaining fairly satisfactory European accommodation or passing a miserable night in a third-rate Japanese or sixth-rate Chinese inn. While many improvements are being effected inside the walled city, outside where nearly three-quarters of the population have taken up their habitation and carry on business, is for the most part lamentably dirty. Narrow, filth-stained alleyways lead to filthier compounds and dwellings where the stench is overpowering. Sanitation is religiously disregarded, as is always the case where conservative Chinese herd together. Outside the main gate of the old city is a heterogeneous mass of improvised shelters—more roofs supported by poles and secured from the ravages of the wind by hundreds of huge stones. Looking down upon this settlement from the walls one can almost imagine that he is gazing into a dry river-bed full of rounded disintegrated rock. Outside the new gate another community exists beneath awnings of more or less tattered and mouldy matting spread above four slender poles. Hundreds, nay, thousands, live here upon the bare ground—dust polluted, with the refuse of domestic supplies, or mud trodden into all odorous ooze by constant human traffic and the foraging of filth-scalded, attenuated pigs, dogs, and fowls. And this is the main road—the road extending from the railway station to the principal gate of the walled city! Little wonder that the authorities have been persuaded that some change is necessary. The greatest wonder of all, however, is that scores of men, women and children can huddle together year after year in such noisome hovels and, so far as can be judged from appearances, thrive.

THE JAPANESE IN MUKDEN.

The gradual decline of the Japanese population in Mukden since the completion of the war is an exemplification of the triumph of thrift over empty assurance. The thousands of adventurers who followed the irresistible army into Manchuria, and remained to gather the fruits of victory, are being crowded out by the industrious and economical Chinese, and the Japanese shopkeepers who depended upon their own people for support are one after another closing, their doors. The Japanese are no longer numerous. The shrewd and energetic businessmen will remain

but the armies of drones set in some time ago. Certainly one still meets some who have survived these conditions and who assume the air of a Scipio Africanus re-entering Rome at the head of his invincible hosts. They are the representatives of a type, unhappily still too numerous—the Japanese abroad who treat the people of Manchuria and Korea as serfs, and persist in tarantulating the good name of Japan by preposterous arrogance, a ludicrous swagger in dress and deportment, and lazy and vicious habits. But the drones are gradually being ejected from the hive, and of the 3,000 Japanese who lived in Mukden in 1906 less than 1,500 remained in June last. Two thousand had found the pace too slow.

THE POLITICAL OUTLOOK.

But, roughly speaking, there are still between 60,000 and 70,000 Japanese in Manchuria; principally established in prosperous business along the two main railway routes, and Japanese activity remains an incontrovertible fact. There is much conjecture amongst those who study political conditions as to the future of the country upon which the eyes of the world have been jealously fixed for years. The Russo-Japanese Treaty recently signed obviously aims at restricting Japanese expansion, and there are many other possible combinations which more hopelessly cloud the issue. Japan has beaten China in the field and gained nothing but Karma and an indemnity, although on the second occasion she entered a claim to possession of the Liaotung Peninsula. Diplomats decreed that neither party should gain territorial advantage from the Russo-Japanese war, but what diplomatists say and what the Japanese as conquerors feel are two entirely different matters. Japan fosters the belief that she has the same title to South Manchuria as Britain has to India and Germany to the Rhine provinces. The Chinese naturally do not view the position in the same light. They consider that Japan ousted Russia from Manchuria from purely self-protective motives, and that she (China) is entitled to compensation for the dislocation of business in Chinese territory consequent upon a prolonged war. Whatever may be the intentions of the Powers regarding South Manchuria Japan virtually owns it to-day, and it will take something more than moral suasion to move her at the expiration of her lease of the Liaotung peninsula.

W. J. JONES.

—Japan Chronicle.

For Sale.

FOR SALE.

A GOOD SELECTION OF
XMAS AND NEW YEAR
CARDS

and other Goods from RAPHAEL TUCK and
SONS, just received for the Season.
Packets of 18 XMAS and NEW YEAR
CARDS, all different designs, for 50 cents
only.

Private Greeting Stationery.

&c., &c., &c.

Inspection invited.

GRACE & CO.,

27, Des Vaux Road.
Hongkong, 5th November, 1909. [65]

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE
DEPOT,

33-35, Des Vaux Road, Central,

Hongkong.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, beg most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state
that she will be pleased to receive orders for
all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses and all kinds of Embroidery Materials can be supplied, if required.
The Superiores will also be most grateful for any Patrons' or old friends' orders to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"ASSAYE,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Mongolia*.
From Calcutta, ex S.S. *Sunda*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 18th November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, 11th November, 1909. [74]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"DENBIGH SHIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 10 A.M. on the 19th inst. No claims will be admitted after the Goods have left the Godowns, neither will they be recognised if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th November, 1909. [770]

"BKN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND STRAITS.

S.S. "BENLOMOND"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 29th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 15th November, 1909. [773]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 17th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 15th November, 1909. [773]

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGON (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION

THERAPION N°1

THERAPION N°2

THERAPION N°3

THERAPION N°4

THERAPION N°5

THERAPION N°6

THERAPION N°7

THERAPION N°8

THERAPION N°9

THERAPION N°10

THERAPION N°11

THERAPION N°12

THERAPION N°13

THERAPION N°14

THERAPION N°15

THERAPION N°16

THERAPION N°17

THERAPION N°18

THERAPION N°19

THERAPION N°20

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAMPAGNE.

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO., LIMITED,

HONGKONG AND KOWLOON.

Hongkong, 15th July, 1909.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$15 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum are proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On November 13, 1909, at Shanghai, the wife of Charles A. Graves, of a son.

DEATH.

On November 10, 1909, at Shanghai, Maria Lebrun Castro, the beloved wife of Filomeno M. Castro, aged 29 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 17, 1909.

A COMPLAINT AGAINST THE STAGE.

The fact that the French drama is crowded with lovers upsets an unsympathetic critic in *Le Review* (Paris). He finds, as we learn from a translation in the *Literary Digest*, that this surplus of lovers is no wise representative of real life, and concludes that French dramatists are building plays by formula instead of relying upon fresh observation. The French writer who has at the moment achieved the greatest popularity in English-speaking countries, Charles Bernheim, is pointed out as the prince of slavers. He with his lesser

confidants, we are told, has turned the French theatre into "a huge factory." The dramatic authors are "mere manufacturers, business men." Love, it is charged, is the basis of the dramatist's formula, and they carry it out blindly. For the eternal question asked by the dramatist, "Will the characters be happy or not?" Their "happiness," it is added, is made to depend only on their ability to be happy in love. Mr. Paul Gsell, the author of these charges, proceeds in these words:

"Love—and usually the most sensual—is considered by our authors as the basis and only object of life. It crushes every other sentiment, all other activity. Some writers—Mr. Bernstein in particular—proclaim that the most independent and the most violent satisfaction of the sexual instinct is the most beautiful manifestation of human energy. Passion which seems law, duty, honour and which, if necessary, would commit crimes, is the most admirable thing in the world."

"It is scarcely necessary to show how exaggerated is the role thus given to love in our modern life, how false is such a conception of life, particularly in our time."

"In olden days love could unfold itself freely. At the time of Louis XIV., for instance, the nobles could, between military campaigns, spend their spare time in complicated intrigues of love. Then passion was exalted, strengthened by all the resources to be found in those energetic beliefs, intermittently unoccupied; its sap shot forth in wonderful or prodigious blossoms, ending either in glorious voluptuousness or in glorious crimes. This is what justifies Racine when he painted a humanity taking of love only. In reality, his heroes spent their vacations, only, in such a way."

"Love also played a considerable part at the time of Romanticism. The young men at that time imagined that their slightest heart beat was of more importance than the progress of the world, and they let themselves be the storms of passion."

"But nowadays cultivated people know that they have better things to do. They have cognizance of the rôle which every one must play in human society. They consider love either as an agreeable diversion, or preferably as a real and close association. Long slogans of rebel hearts, inconsolable sufferings of betrayed love, tenacious jealousies and insensibilities are scarcely seen any more, at least not among the better class of people, and that is the set our dramatists pretend to portray. We do not mean that love has lost its power on modern humanity. But it is less violent, for it is surrounded, as it were, by social obligations. At any rate, whether evil or beneficent, it is no longer the centre of existence. Evil, it is considered to hamper the individual; beneficent, it is an advantage to him. The real centre of modern life is the collaboration of every one for the general good."

Therefore, when one considers modern plays when the whole action centres around love and love only, it is easy, says the writer, to see that our modern dramatists do not observe; they write according to formulas merely. The playwright should not be afraid to take his subjects from real life; to dare to handle problems which would make people think, and not merely amuse them. "Love would not be out of place in such a drama, but it would be a side issue, saying to enhance the vital struggles of passions or circumstances."

LOCAL AND GENERAL.

MR. Kokovtsov, the Russian Minister of Finance, has left Harbin en route to St. Petersburg.

TAOTAI Tong Kai-sun, superintendent of students to America, has telegraphed reporting that he and the students have arrived at San Francisco.

THE Commodore, Captains and Officers of H.N.M. Squadron at Hongkong will be "At Home" on board H. M. S. *Kennion* Regatta to-morrow, Thursday, at 4 p.m. Boats will be in waiting between 3.30 and 4 p.m. at Blake Pier.

A REPORT says that the Chinese have recently established navigation on the Amur river, in Heilungkiang, but the Russians have interfered and opposed enterprise. The *Waiwup* has, therefore, published a set of regulations on this matter, and has instructed the Harbin Taotai to communicate them to the Russian Consul.

MR. Ito Bunkichi, a son of the late Prince Ito, has been created a Baron. Baron Ito is a young man who graduated from the Tokyo Imperial University only recently and was appointed an official in the Japanese Department of Agriculture and Commerce. He was to have proceeded to England on the 27th ultimo had the tragedy not occurred, in order to complete his studies. He is betrothed to a daughter of Marquis Katsura, the Premier. Mr. Ito Hirokuni, the adopted son of Prince Ito, is the Prince's heir and will succeed to the title. He now occupies the position of Vice-Grand Master of Ceremonies.

ACCORDING to Chinese information the terms of the Yuet-Han Loan Agreement, which have been considered by the Yuet-Han Loan Committee, are as follows: Amount of loan, \$5,000,000 at 5 per cent per annum. Period, for twenty-five years, to be paid off in definite yearly instalments; security, the lines, supplemented by the likin and salt taxes in the Liang-Hai provinces. British engineers shall be engaged for the Yuet-Han line and German engineers should be employed for the Szechuan-Hankow section, by the Chinese Government. Purchase of materials shall be from four countries, England, France, Germany and America; and on purchases from any other country, commissions must be paid to the four countries. The works shall be under the control of the Chinese Government.

THE laundry women of Liverpool have declared war against the large colony of Chinese who have established laundries throughout the city. About 100 of the women rioted an establishment in Anfield on October 21 recently opened by six Celestials. They broke the windows and doors, and the Chinese laundrymen were only saved from serious injury by the arrival of a score of policemen.

In regard to the dispute concerning the Keping Mine a Chinese contemporary says that Great Britain demands, for handing back the mine, the issue of a number of unpaid shares, to bear interest at seven per cent for fifty years. It is also proposed that the Luanchow mines should be included in this settlement. It is stated that much indignation is felt by the Obihill gentry at these unreasonable demands.

At the auction of ponies held at the Shanghai Horse Bazaar on the 9th inst., the following were amongst the best prices realized: Sargol, 110; Sokol, 250; Misouri, 215; Newbury 190; Elmstead, 190; Spreo, 175; Poplar Tree, 180; China Rose, 165; Neva, 165; Regulus, 150; Moustique, 145; Glansman, 140; Bushman, 125; Mochi, 120; Dunkirk, 120; Almond Tree, 115; King's Messenger, 115; King of the Plains, 105; Gatwick, 100.

A HARBIN contemporary reports that Mr. Kawakami, the Japanese Consul-General at Harbin, who was shot at the same time as Prince Ito and is now lying at the Central Railway Hospital in the city, is progressing very favourably and it is hoped that the injured arm will not have to be amputated, as was at first feared. A Japanese surgeon, accompanied by nurses, has arrived at Harbin from Dairen to attend the patient.

THE remaining numbers on the lecture course of the Chinese Y. M. C. A. are as follows: Thursday, 18th November, at 8.15. "The Progress of the Mercantile Marine from a Hongkong Standpoint" by Mr. Hedley G. White; Thursday, 25th November, "Korea" by Mr. Emberley; Thursday, the 2nd December, "The Snakes of Hongkong and Snakebite" by Dr. J. C. Thomson; Thursday, the 9th December, "Huxley," by Mr. F. Browne; 16th December, "Korea" Continued, by Mr. W. H. Emberley. The lecture to-morrow evening and those on "Korea" will be illustrated with lantern slides.

H.E. GENERAL MACHADO.

RETURN FROM MACAO.

H.E. General Sir Joachim Machado, K.C.M.G., returned from Macao this afternoon by the Portuguese gunboat *Patria*. The Portuguese Commissioner was accompanied by Senhor D. Cinatti. It will be remembered that both General Machado and Mr. Cinatti proceeded to Macao on Monday to attend the official ball at Government House on the occasion of the birthday of King Manuel.

THE FLORIDA WATER CASE.

The case was resumed this morning before the Acting Chief Justice (Hon. Mr. W. Rees-Davies, K.C.) in which Edward Kemp and others, trading as Messrs. Lanman and Kemp, of New York, are suing the Kwong Sang firm for (1) an injunction to restrain their servants and agents from selling or exposing or advertising for sale, or procuring to be sold, any Florida Water bearing thereon a label (annexed in the claim) or any other label so contrived or expressed as by colourable imitation or otherwise to represent or lead to the belief that the Florida Water sold by defendants is the Florida Water manufactured and sold by the plaintiffs (2) An account. (3) Damages (4) Costs.

Mr. M. W. Slade, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiffs. Mr. Henry Berkeley, K.C., with whom was Mr. Eldon Potter, instructed by Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) was for the defendants.

The following was the jury:—Messrs. D. W. Craddock (foreman), L. Gibbs, G. H. Medhurst, C. W. Lafrentz, D. F. Law, A. Shelton Hooper and A. Mackenzie.

Sir Henry Berkeley dealt with the question of intention and told the jury that the intention, to be of any value in the case, must have succeeded. He resided the whole of his case on the ground that the marks were not so similar as to be calculated to deceive a customer, however unwary he may have been. They had the right to use the same kind of label as Lanman and Kemp. Sir Henry, addressing the jury, said that the case was not put before them in their entirety. In support of his contention, Counsel proceeded to read a letter, which he said discounted all allegations of fraudulent intention against the defendants. He trusted on their common sense as business-men to thrust out the truth of the matter and said that their whole verdict turned on the fact whether the two bottles were so like each other as to be calculated to deceive.

The Government Analysts and other evidence was taken and the case adjourned.

THE OPIUM QUESTION.

A Chinese telegram says that the British Minister in Peking has observed to the Waiwup that importation of opium from India would be curtailed if China strictly prohibited poppy plantation, otherwise it would hardly be fair for China to grow poppy in the country, and that the importation of foreign opium should be forbidden. President Niu Tung has, therefore, conferred with the Anti-Opium Commissioners and decided that poppy plantation should be entirely suppressed.

It is also stated Prince Kang is not satisfied with the success of the prohibition, the rules of which he intends shortly to alter and to make much more severe in effect.—N. C. D. News.

MOOSA'S BANKRUPTCY.

CASE OPENED BY MR. BOWLEY.

Before Mr. E. R. Hallifax at the Magistracy this afternoon, Mr. Ebrahim Moosa, late of Moosa, e. Vieira, and Company, was charged with certain irregularities in connection with his recent petition in bankruptcy. Mr. E. B. L. Bowley, (from the Crown Solicitor's Office), prosecuted, and Mr. C. E. H. Davis (of Messrs. Wilkinson and Grist) appeared for the defendant.

When the case was called, Mr. Davis informed the Court that Mr. Potter, who had originally appeared for the defendant, had withdrawn from the case.

Mr. Bowley applied for leave to substitute certain charges for those which appeared in the depositions.

Mr. Davis addressed his Worship with regard to the question of bail, which he urged should be reduced, as the amount involved in the charges had dwindled down from about three lakhs to twenty-six thousand.

His Worship—You don't object to the charges?—I don't consent to them.

Proceeding, Mr. Davis stated that he understood that the ball had been fixed in two bonds of \$10,000 each, with a personal bond. On the representation of the prosecution, the amounts involved in the charges were alleged to be large sums but that had greatly depreciated. The object of bail was to prevent people from defeating the ends of justice. Defendant was unable to find the ball and it was manifestly unfair to ask for a prohibitive bail which was impossible to meet.

Mr. Bowley said that the application was out of order. The proper time was at the end of the remand.

Mr. Davis, continuing, said that the prosecution was in possession of documents and that he was entitled to obtain all the documents from the prosecution. The prosecution could not conceal or withhold them from him. He asked his Worship for an order to that effect on the ground that he was entitled to it in civil cases.

His Worship—I am afraid your application is too general.

Mr. Bowley, in opening the case for the prosecution, said that according to the Bankruptcy Ordinance, bankruptcy proceedings could either be instituted by debtor's petition or creditor's petition. Defendant had filed a petition on behalf of Moosa e. Vieira and Company and himself in January, 1908. The firm of Moosa e. Vieira and Company were large importers and exporters doing business between this and Bombay. In the year 1907, the firm got into difficulties, which reached to such an extent in November of the same year that a private meeting of the National Bank had to be held, when it was decided that Mr. Moxon, of the National Bank, should liquidate the affairs of the firm. This arrangement, i.e., to disclose the whole of defendant's property to Mr. Moxon—was agreed to by the European banks but was taken exception to by the Chinese banks. A Receiving Order was subsequently made out, as a consequence of which defendant's property was disclosed to the Official Receiver. Defendant's next step was to file a Statement of Affairs. After that, the first meeting of creditors was held and, subsequently, an arrangement was concluded whereby Mr. Moxon was appointed liquidator of the firm by a deed signed by the defendant. The deed was duly brought before the Supreme Court and received provisional approval, that is, provided that certain conditions were carried out. Some of defendant's friends and relatives promised to contribute their share but their contributions had not been made and were still pending, a dispute having arisen among them. In September, 1908, Mr. Moxon went home on leave and Mr. Davidson was appointed Trustee and was still Trustee of defendant's affairs. On the 7th January, Mr. A. H. Kemp was appointed Official Receiver and subsequently Mr. Wakeman, after he had returned from leave. Thus the defendant had been under obligations to disclose his affairs to Mr. Kemp, Mr. Wakeman, Mr. Moxon and Mr. Davidson, respectively. On the 9th or 10th November, 1907, before the meeting of creditors was held, at which Mr. Moxon was appointed liquidator, defendant handed a sum of \$5,000 in banknotes to Allana to keep the money, wherewith to obtain legal assistance in case of difficulties and to keep the balance for his family should he be further involved in difficulties. On the same day, he handed \$5,000 to another person under the same conditions. This, Mr. Bowley pointed out, was obviously a fraud on the creditors. He would also prove that defendant in December, 1908, entered into an agreement with Allana to acquire a retail business at No. 1 A, d'Aguilar Street, which had originally belonged to an Indian named Bachoo. Mr. Bowley went into the history of the firm, which, he said, was marked with certain peculiarities. The name of the business was subsequently changed into S. E. Allana and Company under a partnership agreement. In November, 1907, when defendant was in desperate straits defendant put through a transaction for the transfer of his share in Allana's business to his infant son. Allana's business had been prospering but recently Allana got mixed up in litigation which brought him some notoriety, as a consequence of which his creditors pressed him. Allana sold his business to Marican. A transaction, however, was evidently intended as a blind, for the business had all the time and still belonged to Allana and the defendant. Within the last month or so, a dispute arose among defendant, Allana and Marican, as a consequence of which Allana was forcibly ejected from the business of S. E. Allana and Company and Allana charged with certain embezzlements, which were pending against him. At the end of 1907, defendant delivered a quantity of goods to Mr. G. P. Lamont under certain limits, which proved too high and as a consequence the goods still remained in Mr. Lamont's store. No mention was made of these goods in the Statement of Affairs and were further not disclosed either to Mr. Moxon or the Official Receiver and their existence was only discovered by accident a few days ago.

Mr. A. H. Kemp (Registrar of the Supreme Court) was called into the witness-box and after further evidence had been taken, the case was remanded.

VOLUNTEERS UNDER CANVAS.

CAMP NOTES.

Customs Pass (New Territories), 17th November.

Those who attended camp yesterday were kept busy throughout the day. The Infantry Company went out route-marching for three and a half hours in the morning, and had Maxim gun practice in the afternoon, firing at targets on the hills. The Engineers were out in Lyemam all morning in search-light practice. The Artillery Company did gun drill and range taking all morning and also in the afternoon preparing for this morning's gun practice.

Yesterday morning a small detachment consisting of 2 men of the 8th Company, Royal Garrison Artillery, joined the Camp to take part in the Field Day on Thursday, 18th inst., and will remain in Camp till Monday, 22nd inst.

Socially speaking, things have not been lively during the first few days in camp and there has been "nothing doing," as there was no music in Camp excepting such as is provided by a couple of gramophones "knocking about the shop." But yesterday more life was instilled into our citizen soldiers after the day's earnest work was over, when a piano was brought into Camp, and at night all spent an enjoyable evening.

Sunday last was supposed to be a visiting day, but unfortunately only two visitors came across. The strength of the Corps was about 120 men on that day.

As already stated, to-morrow (Thursday) will be Field Day when the Volunteers will be collectively employed in tactical training. The general idea of the scheme is that a Khaki Force has received orders to invade the country of a White Force for the purpose of retaliating in consequence of a raid made by the White Force. The object of the Khaki Force is solely to burn villages, etc., and punish the White Force. They do not expect much opposition to their advance, but hope to return to Customs' Pass the same night.

SPECIAL IDEA (BOTH FORCES).

On 17th inst. the Khaki Force seized Customs' Pass and picqueted Kowloon Peak, bivouacking at Customs' Pass. On 18th inst. the intention of the O. C. Khaki Force is to attack the White Force, who are holding all the hills to the westward, and if possible capture and burn their capital, Shatin village, retiring afterwards to his bivouac.

Khaki Force—"D" and "H" Coy., and Buffs. one Volunteer Coy. H.K.V.A. Hongkong Volunteers.

White Force—"C" and "E" Co., and Buffs, O.C. White Force, Captain B. Bircher (Buffs), O.C. Khaki Force, Major H. Finlay (Buffs), Chief—Lt. Col. R. Bayard, D.S.O., (Buffs), Assistant—White Force—Lt. and Adj. H. B. Potter (Buffs).

No move will be made by the Khaki Force before 7 a.m., on 18th inst., and the White Force before 8 a.m. on the same day.

Officers Commanding Forces to issue their own orders. White Force to wear white hat bands. Ammunition will be supplied as follows:—20 rounds per rifle, 300 rounds per machine gun and 50 rounds per gun.

The following Camp Orders have been issued:—16th inst.—Struck off—Gunner H.E. Haggard, having over-stayed his leave of absence, has been struck off the strength of the Corps from this date. 15th inst.—Struck off—Gunner W. F. Collett, having over-stayed his leave of absence, has been struck off the strength of the Corps from this date.

The following promotions were made in Camp in the Engineer Company:—15th Nov.—Lance-Corporal Herst to full Corporal, Sapper Haines to Lance-Corporal, Sapper Ross to Lance-Corporal.

CANTON DAY BY DAY.

DUTCH NAVAL VISITORS.

[From Our Own Correspondent.]

Canton, 16th November.

The Dutch Commodore and suite arrived here yesterday morning and on the same day called on Admiral Li Chua. The visitors were entertained at dinner by the latter. The foreign officer again paid an official call on H.E. Viceroy Yuen Shu Hsu at 10 o'clock this morning. In the afternoon H. E. Yuan proceeded to Shameen to return the visit.

HOUSE COLLAPSE.

At about 1 p.m. on the 15th instant the back walls of three rice shops in Sha Kee Street collapsed. In the accident four persons were more or less injured.

TYPHON REFUGE.

The Canton Vicar has given instructions to the Water Police authorities to select a site in the Canton harbour for the construction of a typhoon refuge.

PRISON REFORMS.

The Provincial Judge has been instructed by the Viceroy to take immediate and effectual steps to effect reforms in all the prisons throughout the whole province of Kwangtung.

MEDICAL COLLEGE.

A large medical college styled the Kwong Wah Medical College was opened yesterday in the Southern suburb of Canton, where students will be admitted for the study of medicine on Western lines. Mr. Lo Kwan-shuk, assisted by H.E. Cheung Fat-ue, performed the opening ceremony. A large number of people, both officials and gentry, were present on the occasion. The Tartar Generals, Admiral Li Chun, the Taotai of Constabulary and the Taotai for the Development of Native Industries, Chan Mong Tsang, were also present to take part in the inaugural ceremony.

EX-CHINESE MINISTER.

H.E. Chow Sze Chai, formerly Acting Chinese Minister at Washington, now a member of the Ministry of Foreign Affairs, arrived here on the 14th instant owing to the death of his wife.

THE members of the Club Germania have issued invitations for an "Ar'foma" celebration, the 27th inst., at 11 a.m., to celebrate the 50th anniversary of their Club.

THE HIPPODROME.

LAST NIGHT'S OPENING PERFORMANCE.

When the Hippodrome Circus and menagerie visited the Colony on the last occasion, they presented to large nightly audiences a combination of articles of whom any circus visiting the East might have justifiably felt proud. Last night, their opening performance in connection with their present season was a vast improvement on their earlier successes, and was thoroughly appreciated by a fairly large house.

The evening's entertainment appropriately opened with the entrance of six magnificent horses, on which were mounted clever and graceful equestrians, who put the animals through a series of graceful evolutions which evoked the unqualified admiration of the audience. This was followed by the entry of a couple of performing elephants, introduced by Mr. F. Jones, whose performance was given in the usual orthodox style. Next followed a less "wildly animal" which was described as the "Equine Midget Marvel," introduced by Miss Florence, who has managed to train the little animal to successfully clear a number of tricky hurdles. The hat-throwing performance by the clown Le Dial and Romah was not carried out with perfection, still a most difficult performance which was accomplished with as much success as possible. The performance consisted of one of the clowns throwing half-a-dozen conical caps in the air from close as well as distant quarters, which, with the exception of a few misses, neatly landed one on top of the other on the second performer's head. The balancing act by Dalbanic was good and deservedly applauded while the equestrian act by Miss Virgile which followed was gracefully and faultlessly executed. Then came the most prominent feature of the evening's entertainment—the Mysore Troupe. The troupe was composed of five Indian acrobats, which included two youngsters, who went through a series of gymnastic tricks with a quickness and precision which was marvellous to behold. A detailed description of their remarkable performance is unnecessary, suffice it to say that the performers are born gymnasts and their efforts should be seen to be appreciated. Immediately after the performance of the Mysore Troupe, was given a triple horizontal bar exhibition by Mookerjee, during which he leapt a fourteen-foot somersault over the middle bar and was loudly applauded for his difficult and daring feat. The Spanish dance by a pretty quartette was appreciated. Dicky Bill appeared in a vaulting act, which consisted of lighting convolutions while a fiery steed galloped round the ring. The silver wire act by Miss Lillah Abby was an exhibition of grace and poise which met with well-merited applause. The Carle Brothers, described as head-to-head and hand-to-hand balancers, gave a clever exhibition of double balancing in remarkable positions, which was decidedly clever and amusing. The first part of the programme concluded with the entry of "Ben Aziz," ridden by Mlle. Walborge, which has been schooled into keeping time with music. During the clever animal's performance, it started into a lively, cake-walk in perfect harmony with the music, the performance being marvellously human.

The second portion of the programme was devoted to a sensational performance by Professor Urban's menagerie of lions. That the performance was sensational was plainly evident from the gaping audience which lined the gallery in the Chinese part of the house, but withal, the intrepid trainer exhibited a coolness and nonchalance which astonished the uninitiated spectators. During the performance, the trainer fed the brutes by means of holding a fork in his mouth with a piece of meat attached at the other end, which, the snarling beasts snatched with decided voracity. Professor Urban also used one of the animals as a sofa on which he scanned the news in a journal, with the luxury of a smoke thrown in, which he afterwards placed in the animal's mouth. Professor Urban concluded his performance by lifting one of the lions on to his shoulder and walking round the cage for a few seconds with the weighty brute. The performance was loudly applauded.

During the evening, the audience was almost convulsed with laughter at the antics of Ricoco, a clever and finished clown. We can promise the Hippodrome a successful season if the same excellence is maintained throughout their stay here as was the case last night.

S.S. "KOREA."

WIRELESS TELEGRAPHY EQUIPMENT.

The Pacific Mail steamer *Korea*, which arrived at Kobe yesterday from San Francisco, is now equipped with wireless apparatus, says the *Japan Chronicle* of 10th inst. Mr. R. P. Schwerin, vice-president and general manager of the Pacific Mail Company, recently joined ship in the march of progress and gave orders for the installation of a wireless plant on the *Korea*. The big steamship is now endowed with the power of speech, and in the lonely watches of the night will be able to hold converse with other ships and with the stations scattered along the shore. When Mr. Schwerin returned recently from Honolulu he repudiated an alleged interview in which he was quoted as belittling the value of wireless, but at the same time declared that his ships would not be equipped until certain great improvements had been made in the science of wireless telegraphy. The *Korea* is equipped with a 5-kilowatt sending apparatus, which is the most powerful installed on any ship on the Pacific, and the other ships on the *Pacific* line will be similarly equipped as they arrive at San Francisco. It is expected that some great records will be made by the *Korea*. Some good long distance work has been done on the Pacific with instruments ranging from 5 to 3 kilowatts. With a 5 kilowatt "voice" the *Korea* is expected to break all previous records.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MACAO'S DELIMITATION.

[By courtesy of the "Sheung Po."]

Peking, 16th November.

H.E. Kao Erh Ch'ien Chinese Commissioner for the delimitation of Macao, has wired to the Central Government reporting that H.E. General Sir Joachim Machado, the Portuguese Commissioner, is unwilling in his demands and so negotiations are at a deadlock.

General Machado will probably leave the Colony at an early date.

The Chinese Commissioner asked the Government to have the negotiations transferred to Peking and the question settled with the Portuguese Minister at the Capital.

The Prince Regent has, however, decided to have the matter submitted to arbitration by other Powers.

KIRIN-CHANGCHUN RAILWAY.

LOAN RAISED.

[By courtesy of the "Sheung Po."]

Peking, 16th November.

The Ministry of Posts and Communications has memorialized the Throne to the effect that the loan for the Kirin-Changchun Railway has been raised and that the work of construction should be commenced as soon as possible.

MANCHURIA.

RUSSO JAPANESE UNDERSTANDING.

[By courtesy of the "Sheung Po."]

Peking, 16th November.

As the movements of Russia and Japan jointly appear to be directed towards the partition of China, H.E. Sik Liang, Viceroy of the Three Eastern Provinces, has telegraphed to the Grand Council and the Waiwupu to that effect and urged that means be devised to frustrate Russo-Japanese designs.

UNREST IN KWANGSI.

GRAND COUNCIL'S FEARS.

[By courtesy of the "Sheung Po."]

Peking, 16th November.

Alarmed by the present feeling of unrest in Kwangsi the Grand Council has wired to the Governor of Kwangsi directing him to exercise every vigilance in order to preserve peace and good order in the province and to prevent the outbreak of any disturbance.

PEKING WATER SUPPLY.

NEW SERVICE COMPLETED.

[By courtesy of the "Sheung Po."]

Peking, 16th November.

Pipes for a water service have been laid in the city of Peking. The new service will be in operation a fortnight more.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Ludwig*) 18th inst.
Canadian (*Empress of India*) 18th inst.
Italian (*Lightning*) 20th inst.
French (*Tonkin*) 22nd.
Indian (*Namang*) 26th inst.

The C. N. Co.'s s.s. *Tsaw* left Manila on 17th inst. and is due here on 20th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 1 a.m. on 17th inst. and left again at 10 a.m., same day, for Hongkong, where she is due to arrive at 5 p.m. on 19th inst.

The S.S. *R.M.S. Empress of Japan*, which left Hongkong on the 16th ult. and Yokohama on the 16th ult., arrived in New York on the 14th inst., thus making a transit of 29 days from Hongkong and 19 days from Yokohama.

KING MANUEL'S BIRTHDAY.

CELEBRATIONS IN CANTON.

[From an Occasional Correspondent.]

Shameen, 16th November, 1909.
The Portuguese community in Shameen was not behind the other nationals in celebrating the anniversary of their King, and although the number composing that community is small yet the demonstration of patriotism was evidenced by the presence of all the Portuguese subjects, with only a single exception or two at the reception held by Consul-General Senhor Moraes yesterday morning, who as representative of His Majesty King Manuel received the congratulations of his subjects as well as those of all the foreign Consuls in Canton. The day was inaugurated by a pontifical High Mass in the Roman Catholic Chapel at Shameen officiated by Monsignor Meril assisted by Fathers Bourdin and Peter, at the conclusion of which the Bishop made an eloquent congratulatory address. In the evening a Te Deum was sung in the same Chapel preceded by the playing of the Portuguese Anthem, "Hymno da Carta" expressly rendered by the instrumental band of the "União Lyrica" under the able direction of Mr. J. P. Fonseca, to whose credit the formation of the Band is due. The congregation dispersed to the strains of a fine march again ably played by the Band.

An "At Home" was then held in the rooms of the Portuguese "Club Recreativo" and the very hospitable manner in which the committee of that body entertained their fellow countrymen and visitors leaves nothing to be desired.

The Club-house was artistically decorated with bunting and evergreens suitable for the occasion and the portrait of His Majesty King Manuel was conspicuously placed in the reception room; it was surmounted by a large crown of beautiful flowers and other decorations. The toast of the King was proposed by the President in a few well chosen words and was enthusiastically drunk. In a speech made by Rev. Father Peter in proposing the toast of the Club and the Portuguese community reference was made to the interest taken by Consul-General Senhor Moraes in the well-being and progress of the Portuguese in Canton, and he (the speaker) was proud to say that the achievements of the Portuguese here are very creditable—they have not only a Club of their own but under its auspices also a Band constituted solely of Portuguese amateurs. Music and dancing followed and thus the birthday of the King of Portugal was heartily and loyally celebrated by Lusitanian sons in Canton.

CHINESE NAVAL STUDENTS IN JAPAN.

A NEW EXPERIMENT BY CHINESE GOVERNMENT.

An arrangement having been arrived at between the Japanese and Chinese navies relating to the training of Chinese students in the Japanese navy, eight students who recently finished their course in the Tokyo Marine School have been received into the navy from the 1st instant, and have entered the Yokosuka Naval Gunners School. Here they will study for six months, when their training will be continued at the Torpedo School for six months. They will then be placed on a training ship for a further term of six months. These are the first Chinese students to be admitted into the Japanese navy. Their expenses will be paid by the Chinese Government.

MANILA SMUGGLING CASE.

GRANT-KENNEDY APPEAL.

After a strong fight, Louis T. Grant, one of the defendants in the Kennedy smuggling case, has failed to secure a new trial, and his own case and that of William Kennedy, his co-defendant, will now go before the Supreme Court, reports the *Manila Times*. William Kennedy has already filed notice of appeal and has furnished an appeal bond in the sum of P9,000. There is no question but that Louis T. Grant will also appeal his case.

The last motion for a new trial in the Grant case, which was filed with the court several days ago, has been overruled in a decision handed down by Judge Lobingier yesterday, and announced in open court this morning. Grant will very probably file an appeal bond this afternoon or to-morrow morning, when the case will be admitted to the Supreme Court.

Both defendants now stand convicted of the illegal importation of opium into Manila, each being sentenced to imprisonment for one year, after one of the hardest fought cases that has come before the court for many months. During the trial of the case a tenacious fight for their clients was maintained by the attorneys for the defence, not only on the facts, with particular reference to the case of Kennedy, but many difficult problems of law were brought into the case.

The principal line of defence in the Kennedy case will be the question of the validity of the testimony of Louis T. Grant against Kennedy, without which the prosecution admits that it could not have secured a conviction. A larger question which will have to be decided by the Supreme Court of the United States is that as to whether the Courts of First Instance of the islands are duly constituted according to law, Judge Waite contending that they are not.

The principal defence in the Grant case will be his alleged release from criminal responsibility and subsequent prosecution upon taking the witness stand on behalf of the government.

CHINESE IMMIGRANTS.

In the five years and five months embraced by the statistics so far as 12,434 Japanese, 5,111 Chinese, and 3,418 Chinese settled in British Columbia. This large influx of Orientals must necessarily leave its imprint on the life of the province, and although this class of immigration has been to a considerable extent checked, these Orientals have settled in the province along with thousands from China and Japan who were there before they came.

INTERPORT SHOOTING.

SHANGHAI'S SCORE.

After waiting for some considerable time in hopes of securing an ideal day to shoot for the Interport trophy, the local team took advantage of the conditions which prevailed yesterday and competed, but unfortunately without success, reports the *Shanghai Times* of 15th inst. Messrs. R. Brock, A. E. Collins and F. Large were called upon to fill the vacancies in the team, for at the last minute Mr. G. Richards could not shoot. None shot up to his recent form, but conditions were not altogether favourable. The light was changeable, and the wind was gusty and of varying force, which militated against good shooting, and, in addition, the keenness of the air in the early morning did not tend towards improving the team's chances. However, they shot and lost by 54 points, registering the comparatively good total of 921. The five exhibition made by G. Kingsmill has much to do with this total for he aggregated 97, top score in the team, having five bulls and six insers, with twenty-one shots scoring shots, and three bulls with his three sighting shots. Mr. Aldridge had most unfortunate luck at the 500 yards range for he actually missed the target twice in succession, with the sighter and the first sighting shot, which, of course, put him well down the list. Captain Barrett was expected to do better than 59 after his shooting in the N. R. P. Medal competition the other day, and Mr. Mackintosh was also a disappointment with only 88 to his credit.

The scores are:—

Name.	5	10	20	30	40	50	60	70	80	90	100	Total.
Mr. G. Kingsmill	5	5	4	5	4	5	4	5	4	5	4	32
Capt. A. Hilton-Johnson	4	4	4	4	4	5	5	4	5	4	5	30
Mr. H. J. Linde	4	4	4	5	4	5	4	5	4	5	4	30
Mr. H. W. Daldy	4	4	4	5	4	5	4	5	4	5	4	30
Mr. A. Collins	4	4	5	5	5	5	5	5	5	5	5	29
Mr. T. H. U. Aldridge	4	4	4	4	5	4	5	4	5	4	5	29
Capt. E. I. M. Barrett	4	4	5	4	5	4	5	4	5	4	5	31
Mr. P. W. Mackintosh	4	4	5	5	4	4	5	4	5	4	5	31
Mr. R. Brock	5	4	5	4	5	4	5	4	5	4	5	32
Mr. F. Large	4	4	4	4	4	5	4	5	4	5	4	29

500 yards.

Mr. G. Kingsmill	5	5	4	5	5	4	5	4	5	4	5	32
Capt. A. Hilton-Johnson	5	5	5	5	5	4	5	4	5	4	5	31
Mr. H. J. Linde	4	5	4	5	4	5	4	5	4	5	4	31
Mr. H. W. Daldy	5	5	4	5	4	5	4	5	4	5	4	33
Mr. A. E. Collins	5	4	5	3	4	5	4	5	3	4	5	27
Mr. T. H. U. Aldridge	0	3	5	5	5	5	5	5	5	5	5	27
Capt. E. I. M. Barrett	4	5	4	5	4	5	4	5	4	5	4	28
Mr. P. W. Mackintosh	5	4	5	2	4	5	4	5	2	4	5	29
Mr. R. Brock	5	4	5	4	5	4	5	4	5	4	5	28
Mr. F. Large	5	4	5	4	5	4	5	4	5	4	5	28

600 yards.

Mr. G. Kingsmill	5	5	4	5	5	5	5	5	5	5	5	34
Capt. A. Hilton-Johnson	3	5	5	5	5	4	5	4	5	4	5	31
Mr. H. J. Linde	4	5	4	5	3	4	5	4	5	3	4	28
Mr. H. W. Daldy	5	5	4	5	3	4	5	4	5	3	4	28
Mr. A. E. Collins	2	5	5	5	5	5	5	5	5	5	5	36
Mr. T. H. U. Aldridge	3	5	4	5	5	5	5	5	5	5	5	32
Capt. E. I. M. Barrett	5	5	5	5	5	5	5	5	5	5	5	30
Mr. P. W. Mackintosh	5	4	5	3	5	4	5	4	5	3	5	28
Mr. R. Brock	5	4	5	3	4	5	4	5	3	4	5	28
Mr. F. Large	3	5	3	3	5	5	5	5	5	5	5	27

300 yds.

G. Kingsmill	31	31	31	97
Capt. A. Hilton-Johnson	30	32	31	93
H. O. Lunde	31	3	30	91
H. W. Daldy	30	33	28	91
A. E. Collins	29	27	34	90
T. H. U. Aldridge	29	28	33	89
Capt. Barrett	31	28	30	89
P. W. Mackintosh	31	29	28	88
R. Brock	31	28	28	87
F. Large	29	28	27	84

GERMAN SHIPPING LOSSES.

EXPECTED ABANDONMENT OF EAST ASIAN COAST SERVICE.

The Bremen correspondent of the London *Daily Mail* writes:—The loss of £900,000 shown by the last balance sheet of the North German Lloyd Steamship Line has naturally led the directors of the company to consider in what way expenses can be curtailed and the earning power increased. I hear on excellent authority that it has practically been decided to give up the Mediterranean-Levant line, and the ships of the company plying between Genoa, Naples, Palermo, and the Levant will, it is expected, cease running at no distant date.

It is further exceedingly probable that another branch of the Lloyd, the East Asian Coast Service, will also be given up. This latter line was purchased from a British company, and proved to be one of the worst speculations which the late director, Herr Wiegand, in his efforts to extend and strengthen the North German Lloyd, ever entered upon.

While the prestige of German shipping will undoubtedly suffer, the financial position of the Lloyd will be improved and consolidated when the vessels in the above mentioned routes no longer run for account of the company. For years past these branches of the service have resulted in an annual loss of some £100,000.

During the past few months the shares of the North German Lloyd have advanced, which improvement is due not only to the better trade, but probably to the fact of the projected changes having been known to the public.

RUBBER RETURNS.

Bukit Lintang (Gunn & Co.) 1,300 lbs (Oct op)
Highlands & Lowlands (Barlow & Co.)
30,224 lbs (Oct op). For the year 1909, 30,224 lbs (Oct op). For the year 1908, 30,224 lbs (Oct op). For the year 1907, 30,224 lbs (Oct op). For the year 1906, 30,224 lbs (Oct op). For the year 1905, 30,224 lbs (Oct op). For the year 1904, 30,224 lbs (Oct op). For the year 1903, 30,224 lbs (Oct op). For the year 1902, 30,224 lbs (Oct op). For the year 1901, 30,224 lbs (Oct op). For the year 1900, 30,224 lbs (Oct op). For the year 1999, 30,224 lbs (Oct op). For the year 1998, 30,224 lbs (Oct op). For the year 1997, 30,224 lbs (Oct op). For the year 1996, 30,224 lbs (Oct op). For the year 1995, 30,224 lbs (Oct op). For the year 1994, 30,224 lbs (Oct op). For the year 1993, 30,224 lbs (Oct op). For the year 1992, 30,224 lbs (Oct op). For the year 1991, 30,224 lbs (Oct op). For the year 1990, 30,224 lbs (Oct op). For the year 1989, 30,224 lbs (Oct op). For the year 1988, 30,224 lbs (Oct op). For the year 1987, 30,224 lbs (Oct op). For the year 1986, 30,224 lbs (Oct op). For the year 1985, 30,224 lbs (Oct op). For the year 1984, 30,224 lbs (Oct op). For the year 1983, 30,224 lbs (Oct op). For the year 1982, 30,224 lbs (Oct op). For the year 1981, 30,224 lbs (Oct op). For the year 1980, 30,224 lbs (Oct op). For the year 1979, 30,224 lbs (Oct op). For the year 1978, 30,224 lbs (Oct op). For the year 1977, 30,224 lbs (Oct op). For the year 1976, 30,224 lbs (Oct op). For the year 1975, 30,224 lbs (Oct op). For the year 1974, 30,224 lbs (Oct op). For the year 1973, 30,224 lbs (Oct op). For the year 1972, 30,224 lbs (Oct op). For the year 1971, 30,224 lbs (Oct op). For the year 1970, 30,224 lbs (Oct op). For the year 1969, 30,224 lbs (Oct op). For the year 1968, 30,224 lbs (Oct op). For the year 1967, 30,224 lbs (Oct op). For the year 1966, 30,224 lbs (Oct op). For the year 1965, 30,224 lbs (Oct op). For the year 1964, 30,224 lbs (Oct op). For the year 1963, 30,224 lbs (Oct op). For the year 1962, 30,224 lbs (Oct op). For the year 1961, 30,224 lbs (Oct op). For the year 1960, 30,224 lbs (Oct op). For the year 1959, 30,224 lbs (Oct op). For the year 1958, 30,224 lbs (Oct op). For the year 1957, 30,224 lbs (Oct op). For the year 1956, 30,224 lbs (Oct op). For the year 1955, 30,224 lbs (Oct op). For the year 1954, 30,224 lbs (Oct op). For the year 1953, 30,224 lbs (Oct op). For the year 1952, 30,224 lbs (Oct op). For the year 1951, 30,224 lbs (Oct op). For the year 1950, 30,224 lbs (Oct op). For the year 1949, 30,224 lbs (Oct op). For the year 1948, 30,224 lbs (Oct op). For the year 1947, 30,224 lbs (Oct op). For the year 1946, 30,224 lbs (Oct op). For the year 1945, 30,224 lbs (Oct op). For the year 1944, 30,224 lbs (Oct op). For the year 1943, 30,224 lbs (Oct op). For the year 1942, 30,224 lbs (Oct op). For the year 1941, 30,224 lbs (Oct op). For the year 1940, 30,224 lbs (Oct op). For the year 1939, 30,224 lbs (Oct op). For the year 1938, 30,224 lbs (Oct op). For the year 1937, 30,224 lbs (Oct op). For the year 1936, 30,224 lbs (Oct op). For the year 1935, 30,224 lbs (Oct op). For the year 1934, 30,224 lbs (Oct op). For the year 1933, 30,224 lbs (Oct op). For the year 1932, 30,224 lbs (Oct op). For the year 1931, 30,224 lbs (Oct op). For the year 1930, 30,224 lbs (Oct op). For the year 1929, 30,224 lbs (Oct op). For the year 1928, 30,224 lbs (Oct op). For the year 1927, 30,224 lbs (Oct op). For the year 1926, 30,224 lbs (Oct op). For the year 1925, 30,224 lbs (Oct op). For the year 1924, 30,224 lbs (Oct op). For the year 1923, 30,224 lbs (Oct op). For the year 1922, 30,224 lbs (Oct op). For the year 1921, 30,224 lbs (Oct op). For the year 1920, 30,224 lbs (Oct op). For the year 1919, 30,224 lbs (Oct op). For the year 1918, 30,224 lbs (Oct op). For the year 1917, 30,224 lbs (Oct op). For the year 1916, 30,224 lbs (Oct op). For the year 1915, 30,224 lbs (Oct op). For the year 1914, 30,224 lbs (Oct op). For the year 1913, 30,224 lbs (Oct op). For the year 1912, 30,224 lbs (Oct op). For the year 1911, 30,224 lbs (Oct op). For the year 1910, 30,224 lbs (Oct op). For the year 1909, 30,224 lbs (Oct op). For the year 1908, 30,224 lbs (Oct op). For the year 1907, 30,224 lbs (Oct op). For the year 1906, 30,224 lbs (Oct op). For the year 1905, 30,224 lbs (Oct op). For the year 1904, 30,224 lbs (Oct op). For the year 1903, 30,224 lbs (Oct op). For the year 1902, 30,224 lbs (Oct op). For the year 1901, 30,224 lbs (Oct op). For the year 1900, 30,224 lbs (Oct op). For the year 1999, 30,224 lbs (Oct op). For the year 1998, 30,224 lbs (Oct op). For the year 1997, 30,224 lbs (Oct op). For the year 1996, 30,224 lbs (Oct op). For the year 1995, 30,224 lbs (Oct op). For the year 1994, 30,224 lbs (Oct op). For the year 1993, 30,224 lbs (Oct op). For the year 1992, 30,224 lbs (Oct op). For the year 1991, 30,224 lbs (Oct op). For the year 1990, 30,224 lbs (Oct op). For the year 1989, 30,224 lbs (Oct op). For the year 1988, 30,224 lbs (Oct op). For the year 1987, 30,224 lbs (Oct op). For the year 1986, 30,224 lbs (Oct op). For the year 1985, 30,224 lbs (Oct op). For the year 1984, 30,224 lbs (Oct op). For the year 1983, 30,224 lbs (Oct op). For the year 1982, 30,224 lbs (Oct op). For the year 1981, 30,224 lbs (Oct op). For the year 1980, 30,224 lbs (Oct op). For the year 1979, 30,224 lbs (Oct op). For the year 1978, 30,224 lbs (Oct op). For the year 1977, 30,224 lbs (Oct op). For the year 1976, 30,224 lbs (Oct op). For the year 1975, 30,224 lbs (Oct op). For the year 1974, 30,224 lbs (Oct op). For the year 1973, 30,224 lbs (Oct op). For the year 1972, 30,224 lbs (Oct op). For the year 1971, 30,224 lbs (Oct op). For the year 1970, 30,224 lbs (Oct op). For the year 1969, 30,224 lbs (Oct op). For the year 1968, 30,224 lbs (Oct op). For the year 1967, 30,224 lbs (Oct op). For the year 1966, 30,224 lbs (Oct op). For the year 1965, 30,224 lbs (Oct op). For the year 1964, 30,224 lbs (Oct op). For the year 1963, 30,224 lbs (Oct op). For the year 1962, 30,224 lbs (Oct op). For the year 1961, 30,224 lbs (Oct op). For the year 1960, 30,224 lbs (Oct op). For the year 1959, 30,224 lbs (Oct op). For the year 1958, 30,224 lbs (Oct op). For the year 1957, 30,224 lbs (Oct op). For the year 1956, 30,224 lbs (Oct op). For the year 1955, 30,224 lbs (Oct op). For the year 1954, 30,224 lbs (Oct op). For the year 1953, 30,224 lbs (Oct op). For the year 1952, 30,224 lbs (Oct op). For the year 1951, 30,224 lbs (Oct op). For the year 1950, 30,224 lbs (Oct op). For the year 1949, 30,224 lbs (Oct op). For the year 1948, 30,224 lbs (Oct op). For the year 1947, 30,224 lbs (Oct op). For the year 1946, 30,224 lbs (Oct op). For the year 1945, 30,224 lbs (Oct op). For the year 1944, 30,224 lbs (Oct op). For the year 1943, 30,224 lbs (Oct op). For the year 1942, 30,224 lbs (Oct op). For the year 1941, 30,224 lbs (Oct op). For the year 1940, 30,224 lbs (Oct op). For the year 1939, 30,224 lbs (Oct op). For the year 1938, 30,224 lbs (Oct op). For the year 1937, 30,224 lbs (Oct op). For the year 1936, 30,224 lbs (Oct op). For the year 1935, 30,224 lbs (Oct op). For the year 1934, 30,224 lbs (Oct op). For the year 1933, 30,224 lbs (Oct op). For the year 1932, 30,224 lbs (Oct op). For the year 1931, 30,224 lbs (Oct op). For the year 1930, 30,224 lbs (Oct op). For the year 1929, 30,224 lbs (Oct op). For the year 1928, 30,224 lbs (Oct op). For the year 1927, 30,224 lbs (Oct op). For the year 1926, 30,224 lbs (Oct op). For the year 1925, 30,224 lbs (Oct op). For the year 1924, 30,224 lbs (Oct op). For the year 1923, 30,224 lbs (Oct op). For the year 1922, 30,224 lbs (Oct op). For the year 1921, 30,224 lbs (Oct op). For the year 1920, 30,224 lbs (Oct op). For the year 1919, 30,224 lbs (Oct op). For the year 1918, 30,224 lbs (Oct op). For the year 1917, 30,224 lbs (Oct op). For the year 1916, 30,224 lbs (Oct op). For the year 1915, 30,224 lbs (Oct op). For the year 1914, 30,224 lbs (Oct op). For the year 1913, 30,224 lbs (Oct op). For the year 1912, 30,224 lbs (Oct op). For the year 1911

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

From St. John.

"MONTEAGLE" SUNDAY, NOV. 21ST.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.
"EMPRESS OF CHINA" SATURDAY, JAN. 19TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.

"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"ALLAN LINE" FRIDAY, JAN. 28TH.
"EMPRESS OF IRELAND" FRIDAY, FEB. 12TH.
"EMPRESS OF IRELAND" FRIDAY, MARCH 15TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamers. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port \$43.

Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

11)

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUEN SANG"	FRIDAY, 19th Nov., 4 P.M.
SHANGHAI	"FOOSHANG"	FRIDAY, 19th Nov., 4 P.M.
SINGAPORE, SAMARANG & SOERABAYA	"FAUSANG"	SATURDAY, 20th Nov., 4 P.M.
SANDAKAN	"MAUSANG"	TUESDAY, 23rd Nov., 4 P.M.
MANILA	"LUONGSANG"	FRIDAY, 26th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	TUESDAY, 30th Nov., 3 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Katsuki*, *Namkoku* and *Fookkoku* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Oboloo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kuddat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 17th November, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	T	SAIL
SWATOW, AMOY & SHANGHAI	"HOIHOW"	18th Nov.	Noon.
SHANGHAI	"ANHOI"	18th "	4 P.M.
TIENSIN	"HUIHOW"	19th "	Noon.
TSINGTAI & CHEFOO	"LIANGHOU"	19th "	4 P.M.
SHANGHAI	"LISAN"	21st "	Daylight.
QINGDAO & ILOILO	"BUNGKIANG"	22nd "	4 P.M.
MANILA	"TEAM"	23rd "	3 P.M.
SHANGHAI	"CHIHUA"	25th "	4 P.M.
SHANGHAI	"OHENAN"	28th "	Daylight.
MANILA	"TAMING"	30th "	3 P.M.
MANILA, ZAMBOANGA and USUAL	"TAITUAN"	30th "	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SOREW STEAMERS (*Anhui*, *Chowin*, *Linan*, *Chinkun*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

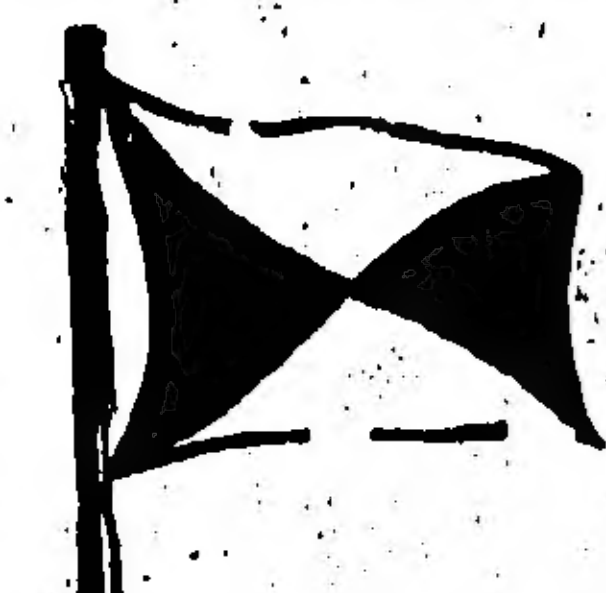
These steamers and passengers to Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares including wine:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 66.

Hongkong, 17th November, 1909.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Date
ADDON	1450	H. Rodger	MANILA	SATURDAY, 20th Nov., at Noon.
RUBI	1540	R. W. Almond	"	SATURDAY, 27th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 17th November, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA GRUZ and MANZANILLO (Mexico).

S.S. MANSHU MARU 5,000 tons gross Sail 10th Dec., 1909, at Noon.

S.S. AMERICA MARU 5,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Kioke Building.

Hongkong, 4th November, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Consisting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	SUNDAY, 14th Dec., at Daylight.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI, SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 21st Dec., at 10 A.M.
SHANGHAI Via SWATOW, AMOY and FOOCHEW	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 25th Nov., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cabins.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th November, 1909.

1499

T. ARIMA, Manager.

Hongkong, 15th November, 1909.

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

1499

Shipping—Steamer

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM
TO
STRAITS, ORYON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA, PERAM, GULY, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for HONGKONG, etc., on SATURDAY, the 27th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Holmsia*, 9,500 tons, from Colombo, (Passengers' accommodation in which vessel is secured before departure from Hongkong.)

Silk and Valuables, all Cargo for France and India (via London) (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 8th January, 1910. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Values of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 13th November, 1909.

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

14

1

SHARE QUOTATIONS.

Supplied by Messrs. H. S. Kadoorie & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEARS DIV.	FIN. SING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ £1,500,000 \$1,500,000 \$1,500,000	\$2,000,819 { Interim of £2 for account 1908 @ 6x 1/2 = \$1.72	4 %	{ \$99 1/2 sellers London 99 1/2
National Bank of China, Limited	90,025	7	6	£4,000 \$4,000	\$3,552	5 (London 3/6) for 1903	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908	7 % \$162 1/2 sales
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 150,518	Interim of 7/6 for 1908	5 1/2 % Tls. 105 buyers
Union Insurance Society of Canton, Limited	12,400	\$150	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$8,464,921	{ Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 % \$850 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$7,767	\$12 and bonus \$3 for 1907	7 % \$230 buyers
FIRE INSURANCE.							
China Fire Insurance Company, Limited	70,000	\$100	\$30	{ \$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$5 and bonus \$2 for 1907	7 % \$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$168,711	\$27 for 1907	7 1/2 % \$375
SHIPPING.							
China and Malacca Steamship Company, Limited	30,000	\$25	\$15	{ \$7,000 \$7,000 \$7,000	\$1,031	\$1 for 1908	8 1/2 % \$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$200,000 \$200,000 \$200,000	Nil	12 1/2 for year ending 30.6.1908	7 % \$33
Hongkong, Canton & Amoy Steamship Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000	\$27,179	Interim of \$14 for account 1909	7 1/2 % \$30 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £100,000 £100,000 £100,000	£15,755	{ 6 1/2 for 1907 on Preference shares only @ ex 1/2 1/2 = \$3. 154	5 1/2 % \$60 buyers
Do. (Deferred)	60,000	£5	£5	{ £100,000 £100,000 £100,000	£15,755	{ Final of 2 1/2 for 1908 and Interim of 1 1/2 for 1909	5 1/2 % 70 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000	£6,847	{ 10 1/2 for year ending 30.6.1909	4 1/2 % \$26 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$100,000 \$100,000	\$1,121	{ 10 1/2 for year ending 30.6.1909	3 1/2 % \$14 1/2
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$350,000 \$350,000 \$350,000	Dr. \$1,258	\$5 for year ending 31.12.08	3 1/2 % \$157 buyers
Luxon Sugar Refining Company, Limited	7,000	\$10	\$100	{ \$100,000 \$100,000 \$100,000	Dr. \$1,258	\$5 for 1907	3 1/2 % \$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Dr. \$1,258	Tls. 3 1/2 for year ending 31.8.08	3 1/2 % Tls. 330 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £175,000 £175,000	£1 43	Final of 1/6 making 3/4 for 1909	7 % Tls. 19.20 s.
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £175,000 £175,000 £175,000	£1 43	No. 12 of 1/4 = 48 cents	7 % \$72 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$7,421	\$1.75 for year ending 31.12.08	5 1/2 % \$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55 1/2	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$30,108	None	5 1/2 % \$62 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$345,162	Interim of \$14 for account 1909	6 1/2 % Tls. 76 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 6.16	Final of Tls. 2 1/2 for year ending 30.4.09	7 % Tls. 137 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 10	Tls. 100	{ Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 22.818	Final of Tls. 6 making Tls. 10 for 1908	7 % Tls. 137 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	{ Tls. 15,000 Tls. 15,000 Tls. 15,000	Tls. 4.134	Tls. 6 for year ending 29.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000	\$24,641	\$1.20 on old and 60 cents on first new issue	5 1/2 % \$17 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	5 1/2 % \$43 1/2 new b.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$20,475	Interim of 3/4 for account 1909	6 1/2 % \$104 1/2 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$5,486	60 cents for 1908	5 1/2 % \$90 sellers
Kowloon Land and Building Company, Limited	6,000	\$1	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$178	\$1 1/4 for 1908	5 1/2 % \$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,500,000 Tls. 1,500,000 Tls. 1,500,000	Tls. 14,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,968	Interim of \$1 for account 1909	8 1/2 % \$44 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.08	3 1/2 % Tls. 140 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	{ Tls. 48,939 Tls. 48,939 Tls. 48,939	\$9,553	50 cents for year ending 31.7.08	6 % \$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.08 (8%)	5 1/2 % Tls. 91
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 4,829	Tls. 4 for 1908	5 1/2 % Tls. 111
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 5.0	{ Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 15,911	Tls. 5 for 1906	5 1/2 % Tls. 460
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 £1,500 £1,500	£64	15 % per share for 1908	9 % \$10
China Boroas Company, Limited	60,000	\$12	\$12	{ \$1,500 \$1,500 \$1,500	Nil	\$1.20 for 1908	9 % \$12 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$61,137	50 cents for year ended 30.2.08	5 1/2 % \$6 sales
Do. special shares	30,000	\$1	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,401	80 cents for 1908	5 1/2 % \$6 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,401	\$1.00 for year ending 31.7.09	8 1/2 % \$16 1/2 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,89	Interim of 33 cents for account 1909	10 % \$7 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,756	8 cents for year ending 31.12.08	8 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,756	\$1 a dividend 20 cts. for year ending 29.2.09	6 % \$20 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,95	Interim of \$1 for account 1909	10 % \$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000	\$7616	Interim of \$1 for account 1909	8 1/2 % \$13 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$790	Third of quarterly of Tls. 1 1/4 for account 1909	5 1/2 % Tls. 730 sellers
Maatschappij tot Mijn- en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 47,500 Tls. 47,500 Tls. 47,500	Tls. 316,683	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 % \$13 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	{ Tls. 51,924 Tls. 51,924 Tls. 51,924	\$1,204	None	3 1/2 % \$1.40 buyers
Peak Tramways Company (new)	50,000	\$10	\$1	{ Tls. 20,000 Tls. 20,000 Tls. 20,000	Ps. 18,640	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 110 sellers
Philippine Company, Limited	75,000	\$10	\$20	{ Tls. 14,810 Tls. 14,810 Tls. 14,810	Tls. 5,250	None	5 1/2 % \$13 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 75,000 Tls. 75,000 Tls. 75,000	Dr. \$56,602	40 cents for year ending 31.5.09	7 1/2 % \$13
South China Morning Post, Limited	6,000	\$15	\$25	{ \$1,000,000 \$1,000,000 \$1,000,000	\$63	60 cents for year ending 31.12.08	5 1/2 % \$10 1/2 sales
Steam Laundry Company, Limited	20,000	\$25	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000	\$172	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$12 1/2 buyers
Union Waterboat Company, Limited	50,000	\$10	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000	\$342	Final of 30 cents for 1908	6 1/2 % \$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$2,613	Final of 30 cts. making 80 cts. for 1908 year ended 30th June, 1908	6 1/2 % \$3 1/2 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$782	Interim of 12 1/2 % for account 1909	14 1/2 % buyers
William Powell, Limited	15,000	\$7	\$7	{ \$1,000,000 \$1,000,000 \$1,000,000	none	20 % interim for 1909	5 1/2 % \$67 buyers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	3/-	2/-	{ \$1,000,000 \$1,000,000 \$1,000,000	none	2 1/2 for 1909	5 1/2 % \$16 buyers
Balgownie Rubber Estate, Limited	20,000	\$1	\$1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$11.05	None	5 1/2 % \$16 buyers
Champion Rubber Estate, Limited	32,050	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	\$2,320	None	5 1/2 % \$16 buyers
Damansara (Selangor) Rubber Co.	110,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	7 1/2 % interim for 1909	5 1/2 % \$16 buyers
Golconda Malay Rubber Co.	80,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Do. do. (contributory)	125,547	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Kamuning (Perak) Rubber Tin & Co.	950,000	2/-	1 1/2	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Do. do. A shares	105,000	2/-	1 1/2	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Do. do. B shares	845,000	2/-	1 1/2	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Kuala Lumpur Rubber Co., Limited	180,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Linggi Plantations, Limited (ordinary)	900,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Do. do. (7% pref.)	10,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Do. do. (5% pref.)	2,500	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Ledbury Rubber Estates, Limited	6,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Do. do. (contributory)	40,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Sagaya Rubber Company, Limited	20,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Sandycroft Rubber Company	1,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Sekong Rubber Company, Limited	80,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Shelford Rubber Estate, Limited	60,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Singapore & Johore Rubber Company, Limited	2,500	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Sungei Choh Rubber Estate Company, Limited	15,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers
Sungei Kapar Rubber Company	130,000	£1	£1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	None	5 1/2 % \$16 buyers

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 11, 1st Floor, Road, in the City of Victoria, Hongkong.

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.

Denmarks Pride